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THE ILLUSTRATED WAR NEWS



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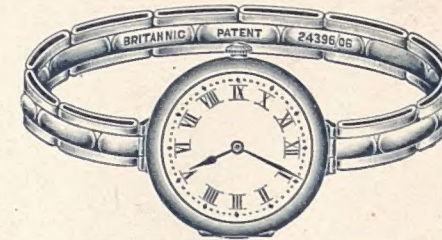
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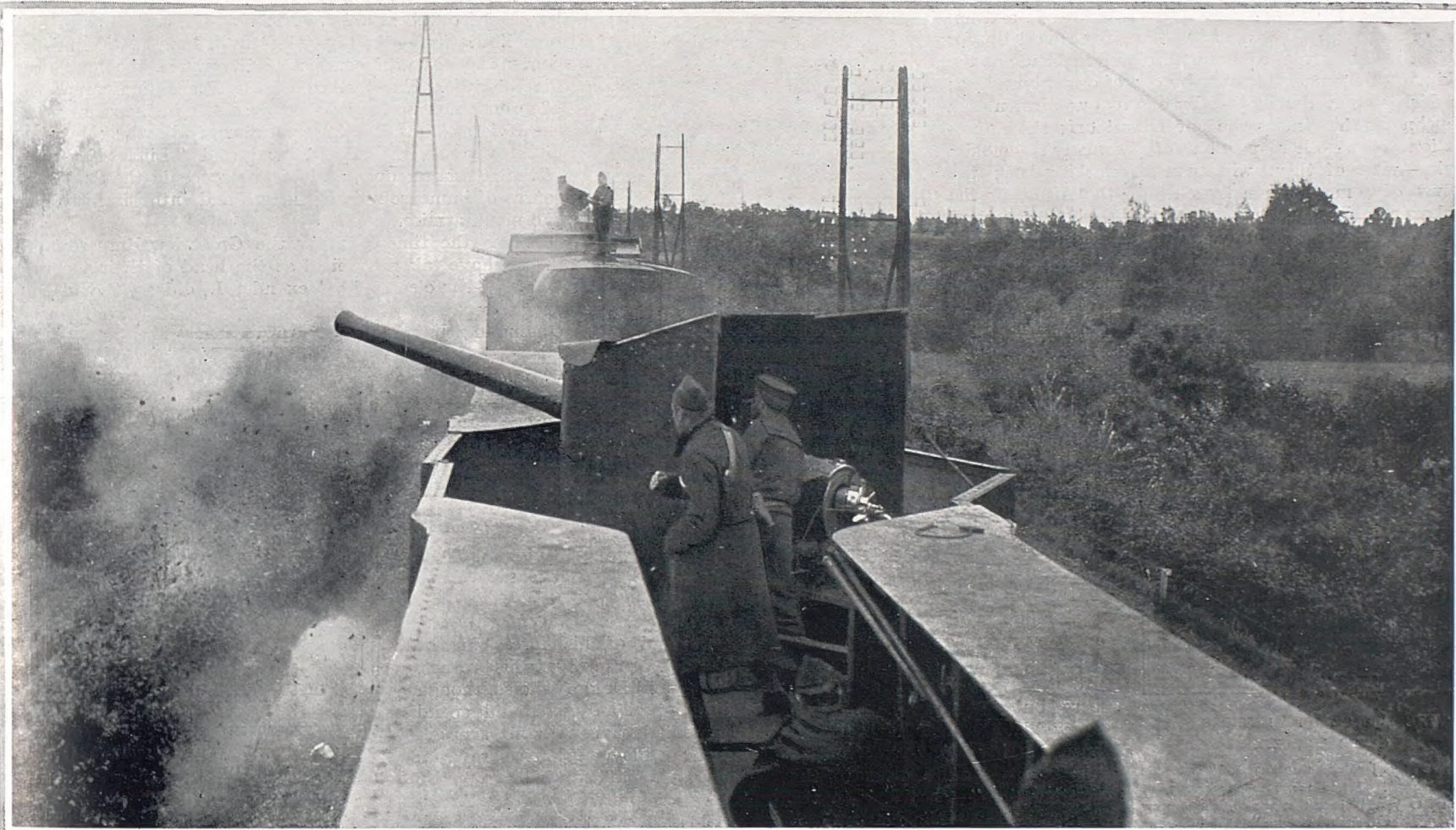


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WITH A BRITISH BLUEJACKET WORKING A NAVAL GUN: A BRITISH NAVAL ARMOURD TRAIN DEFENDING ANTWERP.

THE GREAT WAR.

"THE fog of war" is a happy phrase, which was first used by an English military writer several years ago, and it never was more applicable than during the past week, when operations all over the theatre of hostilities were enveloped in a dense mist of secrecy. Now and again the fog would lift for a little, just to reveal to us such isolated incidents as the sinking of a German destroyer by one of our submarines; the daring bomb-destruction by one of our airmen of a Zeppelin air-ship in its shed at Düsseldorf; the appropriation of another portion of Germany's colonial empire—whereof there will soon be nothing left; the capture of some German trenches on the Aisne, or the bombardment of Antwerp. But, on the whole, a general picture of the progress of events was denied us.

It said much for the effectiveness of our Censorship and our methods of secrecy that momentous events hap-

pening little more than fifty to a hundred miles from our shores were mere matters of conjecture. But it was on the eastern portion of the area of conflict that the "fog of war" was densest. We knew that several millions of men were massing and manœuvring against each other from Königsberg to Cracow and Lemberg, but that was all. We also knew that the Tsar himself had been passing along the front of his troops "quite close to the fighting line"—according to the Grand Duke Nicholas, Commander-in-Chief—and inspiring

them with further courage; but the movements of his fellow-Sovereign, the Kaiser, were less definite.

It is safe, however, to assume that, wherever disaster to the German arms has been reported, the War Lord cannot have been far off. "William the Meddler"—is his latest title. He has thus come to be one of our best allies. Nicholas II., conscious of his own limitations—the highest form of human wisdom—is content to leave the conduct of the war in the hands of his Generals. The author of the Peace Conference of 1899 does not pretend to be a soldier in the sense that the Kaiser claims, but falsely claims, to be this; but he is the revered, the adored head and "Little Father" of the Russian people, and his presence in the field is a source of immense moral strength and enthusiasm to his enormous armies.

Since the time of Peter the Great few Emperors of Russia have taken the field at the head of their troops. Our anti-Napoleon ally, Alexander I., did so, though he never exercised

command; but Nicholas I.—who looked the impersonation of autocratic and military power—never went to the Crimea, leaving Prince Gortchakoff to command in his stead. Similarly Alexander II. delegated the

command of his forces in the Turkish War of 1877 to his brother, the Grand Duke Nicholas, though his Imperial Majesty did spend some little time with his army in front of Plevna *pour encourager les autres*—to put heart in his troops by the mere presence of what Archibald Forbes, in one of his charming essays, called "The Divine Figure

[Continued overleaf.]



LEADER OF ONE OF THE VICTORIOUS RUSSIAN ARMIES: GENERAL BRUSILOFF.

General Brussiloff took an important part in the operations that led to the capture of Lemberg. His army captured Halicz, a town on the Dniester, some 60 miles to the south-east. The Grand Duke Nicholas asked the Tsar to confer on General Brussiloff, for his services in all the fighting, the Fourth Class of the Order of St. George.—[Photograph by News. Illus. Ltd.]



THE VICTOR OF LEMBERG
GENERAL RUZSKY.

"With extreme joy, and thanking God," wrote the Grand Duke Nicholas to the Tsar on Sept. 3, "I announce to your Majesty that the victorious army under General Ruzsky captured Lemberg at 11 o'clock this morning."—[Photo. News Illus., Ltd.]



THE RUSSIAN KITCHENER: GENERAL SUKHOMLINOFF, CHIEF OF THE GENERAL STAFF.

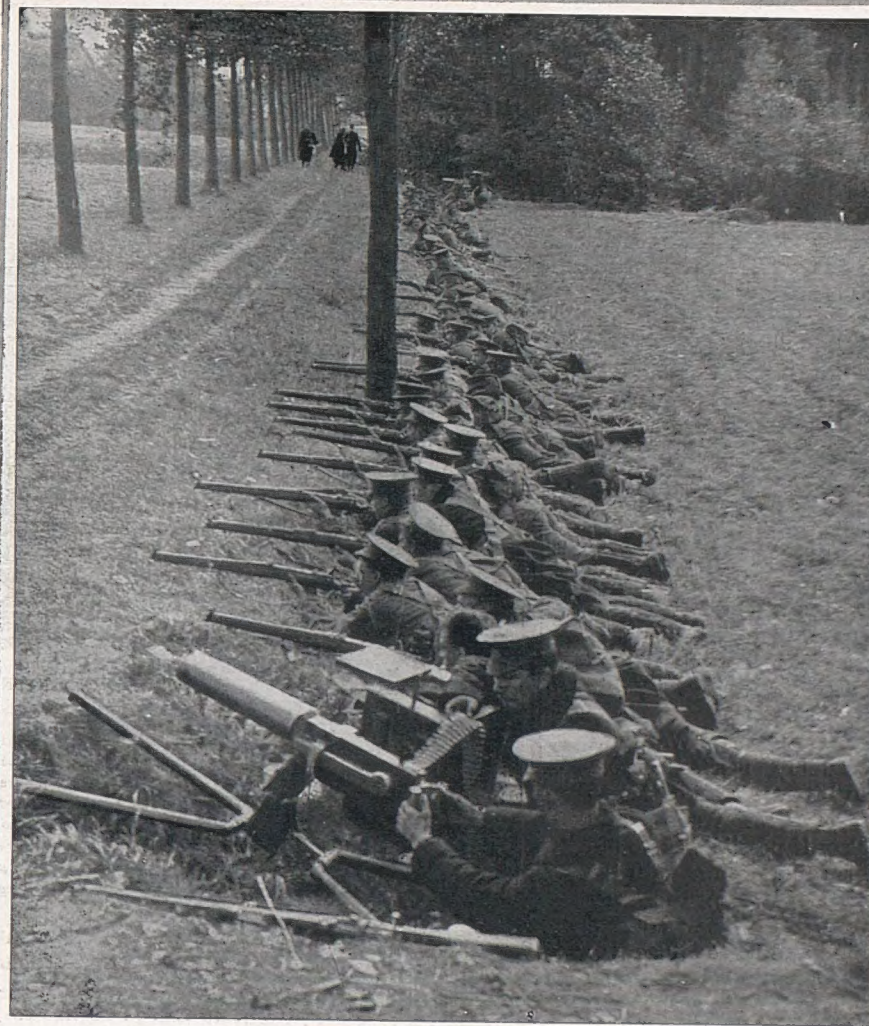
General Sukhomlinoff has taken a leading part, since the war with Japan, in the reorganisation of the Russian Army. The fine equipment of the Russian forces in the field is said to be chiefly due to him.

Photograph by Record Press.



BRITISH SAILORS DEFENDING ANTWERP: IN THE TRENCHES AT LIERRE.

The first of the British force sent to assist in the defence of Antwerp—a body of Royal Marines—arrived there on Sunday, October 4, and occupied the trenches at Lierre, which was the hottest corner of the outer defences, because there was least water to delay the German big guns. The River Nethe, to hold which was the object of the defenders, is very narrow at Lierre. It was held throughout the



BRITISH MARINES DEFENDING ANTWERP: A MAXIM IN THE LIERRE TRENCHES.

Monday, when British reinforcements arrived. That night, however, a Belgian regiment was surprised by a German trick, and half destroyed. The Lierre position was outflanked and had to be abandoned. Our men had borne the brunt of the attack, while German spies revealed to their gunners the position of the British trenches and Maxim guns.—[Photographs by Newspaper Illustrations, Ltd.]

from the North." His function at the front was thus defined by the American historian of the war: "Finally the Emperor was present with the Minister of War and a large staff. The Emperor came merely as a spectator, to encourage his troops by his presence, and in the hope of witnessing their victory. But the Emperor of Russia is regarded by every Russian soldier, from the highest to the lowest grade, with a feeling which it is difficult to explain in other countries; *at all times* his will is law, and his wish a command, and it is not possible for him to be a mere spectator."

So it also is with his grandson, Nicholas II., who is "the Little Father," the idol of his colossal armies—the more so as he is known to cherish a deep personal dislike of the "blasphemous bully of Potsdam." The Tsaritsa, who is the Kaiser's first cousin—their mothers having been daughters of Queen Victoria—shares to the full her illustrious consort's feelings in this respect.

The German War Lord certainly flashed across to his eastern frontier to inspire his troops, and also, if possible, surround his sallow brows with the halo of a hoped-for victory. But this was denied him, and the confusion of his affairs was further illustrated by a shuffling of his official cards—a change of persons in the higher army commands, indicating failure, fluster, and flurry. Several Generals have thus had to pay the penalty of their incompetence, though the list does not yet seem to include the Crown Prince, who, it has been said, has been trying to

make up for his futility in the field by pillaging the château of one of his hostesses, who has supplied to a leading Paris journal a detailed account of his pilferings and "appropriations"—"convey," the wise it call."

Frederick the Great committed robbery on a large and dignified scale—he stole provinces. But, if we are to believe his alleged victim, the Kaiser's heir descends to the common pilfering of "arms, jewels, medals, icons, and vases," in addition to slashing with his sword the portraits of the Tsar

and Tsaritsa. For much lesser offences of the same kind German prisoners of war have been court-martialled and sentenced to penal servitude or death. Altogether, the Kaiser has been singularly unfortunate in his sons, for one of them is laid up with heart-complaint, another, with a bullet wound through his thigh, and a third from a fall with his horse; while the Crown Prince himself, escaping the perils that lead to a hospital, has been publicly accused of conduct which, in the case of ordinary persons, would have landed them in prison.

The Kaiser's heir, in fact, seems to be suffering from the demoralisation which has seized on the whole German Army, especially that portion of it confronting the Allies on the Aisne, the Oise, and the Somme. For "demoralisation" is the

only word that will account for the increasing tendency of the German troops to surrender. According to one of our battalion-commanders, quoted by that wonderfully interesting "Eye-witness present at General

[Continued overleaf.]



THE FRENCH PRESIDENT ON HIS WAY TO VISIT THE TROOPS AT THE FRONT: M. POINCARÉ'S CAR IN CHÂTEAU THIERRY.

President Poincaré, with the French Premier and the Minister of War, recently visited the troops at the front, and the French and British Headquarters. After his interview with Sir John French he sent a congratulatory telegram to the King. It was stated on the 9th that the Germans had again shelled M. Poincaré's property at Champigny.

Photograph by News Illustrations Co.



THE FALL OF ANTWERP: A STREET BY THE CATHEDRAL BLOCKED WITH MOTORS LADEN WITH PANIC-STRICKEN REFUGEES.

Even in mid-seventeenth century times, Antwerp was something more than a busy seaport. John Evelyn, the diarist, visited it in 1641 and recorded that "this city," which "ravished" him with its "delicious shades and walks of stately trees," was a more "quiet, cleane, elegantly built, and civil place" than he had ever observed. He visited "the shop of Plantine," where he "bought some bookes for the

namesake onely of that famous printer." Happily, the Musée Plantin, the Cathedral, and the Town Hall seem not to have suffered at the hands of the invaders. Our illustration shows the rush of refugees in a street near the Cathedral. Thousands of panic-stricken civilians—men, women, and children—have sought safety in Holland and elsewhere.—[Photograph by Illustrations Bureau.]

Headquarters"—who combines the picturesque simplicity of Xenophon with the conciseness of Cæsar and the colour of Napier—German "prisoners have described the fire of our troops as pinning them to the ground, and this is certainly borne out by their action. When the Germans are not heavily entrenched no great losses are incurred in advancing against them by the methods in which the British Army has been instructed.

"For instance, in one attack over fairly open ground against about an equal force of infantry sheltered in a sunken road and in ditches, we lost only ten killed and sixty wounded, while over 400 of the enemy surrendered after about fifty had been killed.

... When the Germans were wavering some of them put up the white flag; but others went on firing, and our men continued to do the same. Eventually a large number of white flags, improvised from handkerchiefs, pieces of shirt, white biscuit bags, etc., were exhibited all along the line; and many men hoisted their helmets on their rifles."

That doesn't sound as if the moral of the German troops was equal to that of their British opponents, who continue to move the admiration of their French observers by their cheerfulness, their chivalry, their cleanliness and passion for morning "tubs," the way they shave themselves before going into a battle like "nuts" before repairing to a ball-room, their mania for football and other games in the intervals of their duty in the trenches, and their everlasting answer to the question, as shouted out every now and again in jest from the ranks, as to whether they are down hearted, "No—a thousand times no!" in tones loud enough almost to have carried encouragement to the beleaguered garrison of Antwerp.

Foiled in their endeavour to carry Paris by a *coup de main*, the Germans directed their attention to the commercial capital of Belgium, which

also happens to be what is, perhaps, the strongest place in Europe—as fortified by the late General Brialmont, the Vauban of present times. "Under all circumstances," said the Germans to themselves, "Antwerp must be taken, seeing that, apart altogether from its maritime importance, this important *place d'armes* forms a shelter for the Belgian Army, which can sally out at will and threaten our lines of communication, so that we never can feel quite secure as long as this terrible thorn is in our side." Besides,

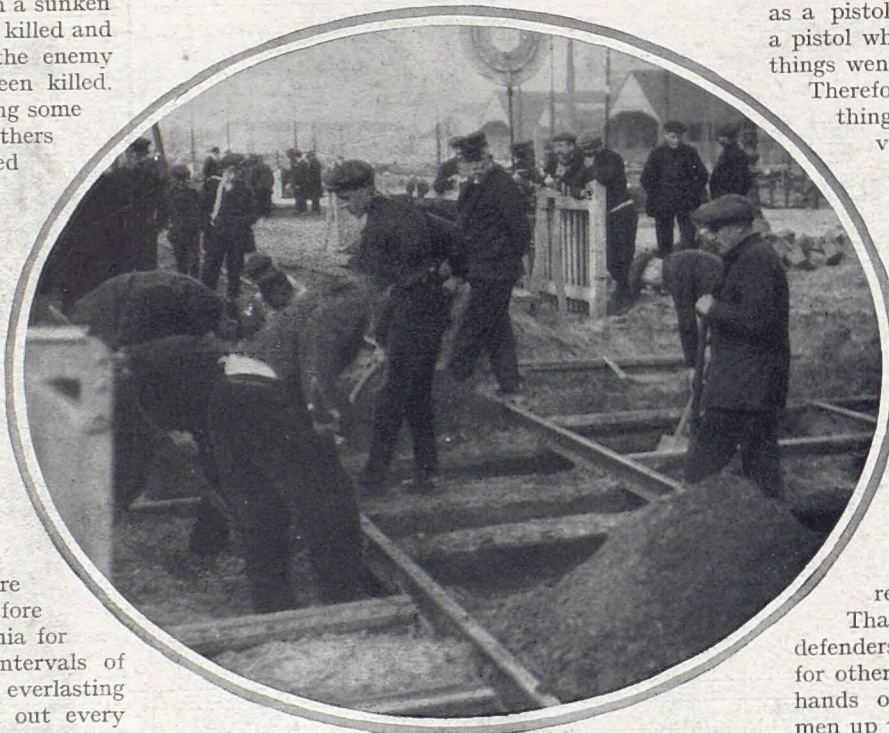
did not Napoleon once characterise Antwerp as a pistol presented at the heart of England—a pistol which might come in handy later on, if things went favourably for the German cause?

Therefore Antwerp had to be taken before all things, and there were many who construed von Kluck's defensive strategy as a

simple means, not so much of thrusting the Allies back towards Paris—like Macbeth and his fellow feasters, who were threatened with being "pushed from their stools" by the Ghost of Banquo—but of covering and protecting the siege of the formidable city on the Scheldt, which bears about the same relation to Holland as the Dardanelles to Turkey. How few realise that Antwerp, the commercial capital of Belgium, must be approached from the sea through Dutch territory, just as Sebastopol, for example, can only be reached through Ottoman waters!

That is why we could not offer help to the defenders of Antwerp except by way of Ostend, for otherwise we should have played into the hands of the Germans by sending guns and men up the Scheldt, thus infringing the neutrality of Holland which the Germans would have gladly welcomed as releasing them from their own obligations with respect to the Batavian kingdom, that they would only be too delighted to have a pretext for invading and converting to their purposes. "Help by way of Ostend," did I say? Yes, for after the agony of

[Continued overleaf.]



ONE OF THE MEASURES BY WHICH THE BELGIANS ATTEMPTED TO SAVE ANTWERP: UNDERMINING RAILWAY LINES TO FACILITATE THEIR DISLOCATION IN THE EVENT OF A GERMAN ADVANCE.

The Belgians made every possible effort to impede the advance of the Germans on Antwerp, by dislocating railway tracks, destroying bridges, and other similar measures.—[Photograph by G.P.U.]



BRITISH BLUEJACKETS WHO MADE A HEROIC ATTEMPT TO SAVE ANTWERP: MEN OF THE NAVAL BRIGADE ROOFING THEIR TRENCH-SHELTERS.

When the news reached Antwerp that British help was arriving, in response to the Belgian appeal, it put heart into the defenders. But, as the "Morning Post" correspondent wrote, "a sector of the forts was already silenced, and the Germans had been able to bring up and establish extraordinarily strong artillery forces. . . . Our men were shelled savagely and constantly. . . . They had the hardest of

all tasks for a force—to stand gruelling punishment without being able to see your enemy. After their lesson of Sunday the German infantry did not dare to come out towards the British trenches. They left the work to the artillery. Fagged out, tormented, our men might have been excused if they had lost spirit. But they stuck it out with a courage worthy of all praise."—[Photo. by Illustrations Bureau.]

Antwerp was over the public at large learned, to their great surprise, what was already known to some of the initiated in Fleet Street, that, in response to an appeal from the Belgian Government—and *not* "with a whip in our hand at its back," as asserted by a Berlin journal—we had sent a force of some 8000 Bluejackets and Marines, three brigades in all, with some heavy naval guns, to help in the defence of the great ring-fortressed city on the Scheldt.

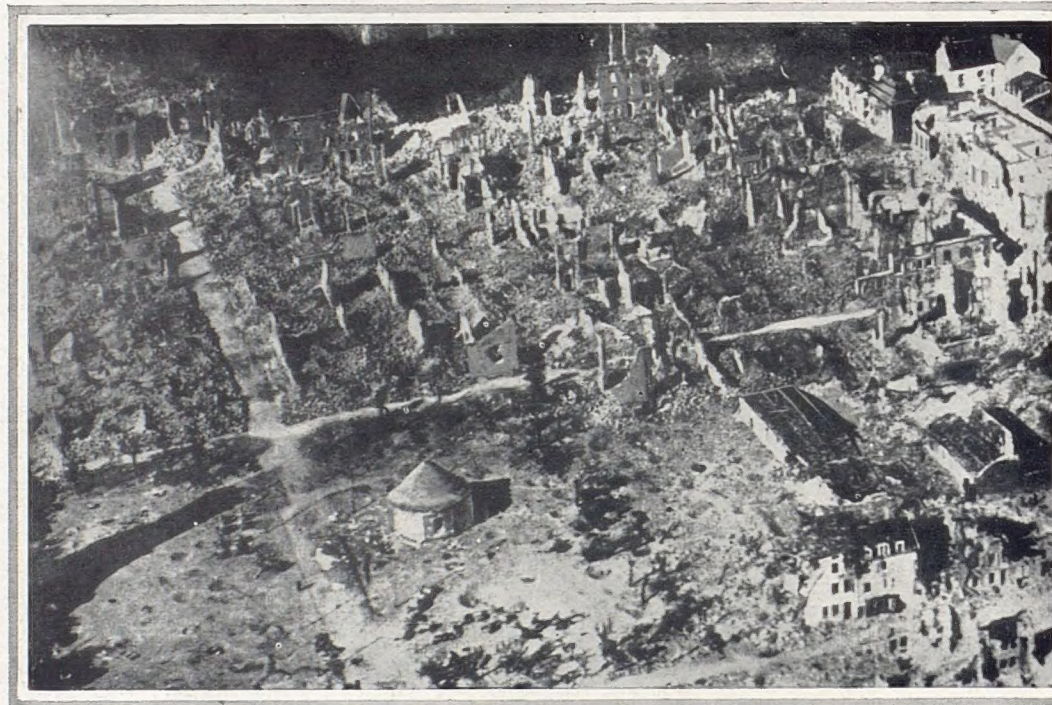
As far as our forces were concerned, this desperate defence lasted till Tuesday morning, the 6th inst., when the enforced retirement, under heavy fire, of the Belgian forces on our right necessitated a corresponding withdrawal of our naval brigades, just in the same way as the going back of our French allies at Mons had imposed on us a strategical movement of a similar kind, if we were not to be isolated and destroyed. It was, therefore, agreed upon by the allied commanders in Antwerp that the city should be evacuated to save it, among other things, from complete destruction by the colossal siege-guns of the enemy; and though we gallantly offered to cover the retreat, General de Guise, with equal chivalry, insisted that we should leave before the last

division of the Belgian Army, all of which got away safely, as well as our own force with all its guns, yet minus a brigade of

2000 men, who somehow missed their way and stumbled across into Holland, where, of course, by the law of neutrality, it had to lay down its arms and be "interned" till the end of the war—unless, as is not at all unlikely, Germany now seeks to add to her original crime the further violation of Dutch soil, in which case our "handymen" would come in very handy indeed.

But the redeeming feature about the fall of Antwerp is that the Belgian Army has not been included in its capture, and that it will now, therefore, be free to align itself with the Allies in the open field and help in the work of turning the German left. The Germans already talk of their immediate intention to use Antwerp as a sallyport for the invasion of England; but that is an empty boast in view of the fact that not a single battle-ship of theirs can show itself in the North Sea, and that, as long as Britannia continues to rule the waves, the great commercial city on the Scheldt can be of no use to them except as a refuge and resting-place for their field forces. Its capture is decidedly of the nature of an "untoward event," like the naval battle of Navarino, as thus characterised by the Duke of Wellington, but it will not exercise a deciding influence on the course of the war.

LONDON, OCTOBER 11, 1914.



AN OLD FRENCH FORTRESS THAT MADE A HEROIC DEFENCE AGAINST THE GERMANS: THE RUINS OF LONGWY.

In the French official *communiqué* of August 28 it was stated: "Longwy, a very old fortress, the garrison of which consisted of only one battalion, has been bombarded since August 3; it surrendered to-day, after holding out for twenty-four days. More than half of the garrison have been killed or wounded." Lieut.-Colonel d'Arche, the Governor of Longwy, has been made an Officer of the Legion of Honour for his heroic defence.—[Photograph by Illustrations Bureau.]



THE GERMAN ATTACK ON ANTWERP: A SHARPSHOOTER'S SHELTER ON THE WAELEH ROAD.

In support of the extremely formidable fortifications and general defence works of Antwerp, the Belgian Army is now concentrated there. Everywhere the intervening ground between the forts has been either flooded or very strongly entrenched, to be held by troops of the field army. Our illustration gives a glimpse at a spot near the outworks in the neighbourhood of Fort Waelhem, one of the outlying forts

on the south-east of the city. On that fort and another fort near by, Wavre-St-Catherine, the Germans made their opening attack on September 30; but the bombardment, although very severe for some hours, failed to shake the defenders, who within a few hours took a prominent part in a successful sortie of Belgian troops in the open on one of the German advanced posts. Photograph by Photopress.



A FLEET OF MOBILE FORTS: ARMoured BELGIAN MOTOR-CARS READY FOR DUTY.

From the outset of the war the Belgians have made free use of armoured motor-cars on the level roads with which their country is intersected. No terrain in Europe is better suited for such operations. Hardly a day has passed since the Germans first crossed the frontier without a skirmish between Uhlan patrols and Belgian soldiers in motor-cars, the vehicles being mostly protected by thin sheet-steel plates,

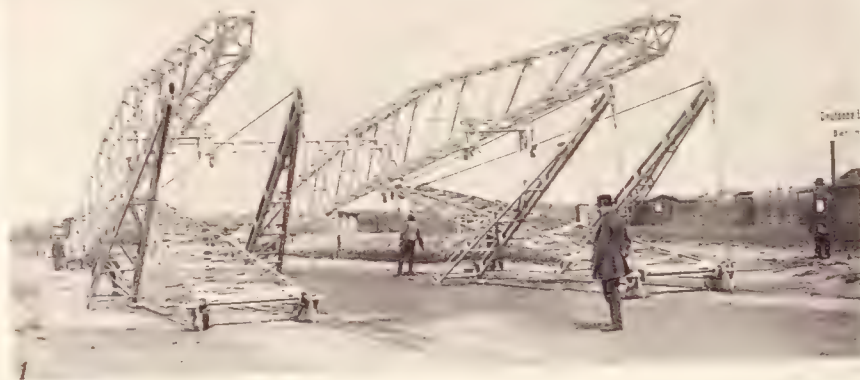
and each carrying four or five soldiers with a machine-gun. In this semi-guerilla warfare the motor-car has proved eminently useful. In spite of the German attack on Antwerp, Belgian motor-car skirmishers from Ostend and elsewhere are ceaselessly harrying the enemy's lines of communications, going out every morning for a day's "sniping" as a regular part of their programme.—[Photograph by C.N.]



THE TERROR OF THE RAIDING UHLAN: A ROYAL FLYING CORPS ARMoured MOTOR-CAR.

This is one of the British armoured motor-cars which are attached to the Flying Corps of the Expeditionary Force, and also for independently working across the Belgian frontier. Under Flight-Commander Samson, R.N., the Naval Flying Corps cars have done brilliant work all along the front in scouring the roads and clearing the country of German foraging raiders in places. One of their smartest exploits

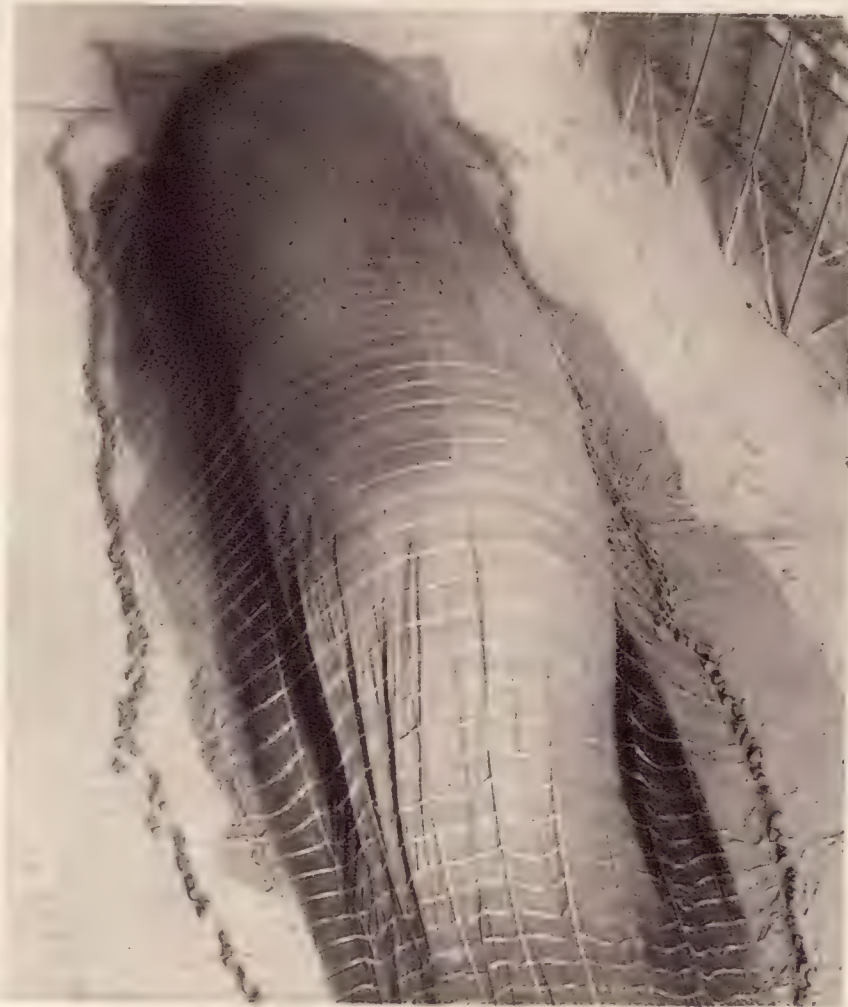
was the annihilation, without the loss of a single man to themselves, of a reconnoitring party of Uhlans. It formed the subject of an Admiralty statement in the papers. Our illustration will give an idea of the complete protection of the wheels and body of the car, which carries its Maxim on top of the little conning-tower.—[Photograph by Photo Press.]



A ZEPPELIN DIFFICULTY SOLVED BY GERMANY: THE NECESSARY SHED FOR A ZEPPELIN IN COLLAPSIBLE AND MOBILE FORM.

It has been rumoured that the Germans are hurriedly building many new Zeppelins, and will soon have 100 to 150 available. Giving some reassuring statistics in the "Telegraph" recently, Mr. Archibald Hurd pointed out, among other things, that an air-ship takes about nine months to build, and that it cannot exist without a shed, the construction of which is also a considerable undertaking. We illustrate

here a portable air-ship shed invented by a German engineer. The framework is of light iron or aluminium, made in sections, and covered with tarpaulin or canvas by means of pulleys. We show: (1) Part of framework; (2) Structure in course of erection; (3) Part of canvas cover of a section being drawn up; 4) One section covered with canvas.—(Photographs by Newspaper Illustrations and Record Press.)



NOT A SERIOUS MENACE: A NON-RIGID DIRIGIBLE INFLATING THE ENVELOPE.

At the outset of the war, according to the most trustworthy calculations, Germany possessed twenty-one air-ships—naval, military, and passenger-carrying—sixteen of which were of "rigid" or metal-framed types. Five or six have been destroyed during the war. As to reaching England, autumn and winter gales will impede their passage, and Zeppelins are very vulnerable to aeroplane attack.



RIGID AND SO USABLE AGAINST BRITAIN: CONSTRUCTING A GERMAN DIRIGIBLE.

Having regard to certain alarmist stories about, especially since the Home Office has taken common-sense precautions in regard to reducing the lights in the London streets at night, it may be stated that the only German air-ships available for operations against England are those of the "rigid" frame type about ten or a dozen. Only three are built for use at sea.



THE HEROIC RESISTANCE OF THE BELGIANS TO THE GERMAN ADVANCE ON ANTWERP: BELGIAN ARTILLERY AT BERLAERE SHELLING AUDEGHEM.

The gallant little Belgian Army disputed with the advancing German hosts every inch of the ground leading to the defences of Antwerp, and before the German attack on the outer forts there were many preliminary engagements at various points in the surrounding country. On October 1 it was stated that Belgian volunteers had blown up railway tracks in ten places behind and in the enemy's lines, and had

also destroyed viaducts and bridges. At the same time a successful sortie was made from the fort of Wavre St. Catherine, and several German guns were captured. Then followed news of a violent German attack on Termonde, which is about fourteen miles south-west of Antwerp. On the 4th it was reported that the Germans tried to cross the reconstructed bridge over the Scheldt at Termonde connecting that place



THE STRUGGLE FOR THE APPROACHES TO ANTWERP: A PANORAMA SHOWING THREE SEPARATE ACTIONS IN PROGRESS NEAR TERMONDE.

with Grembergen, but after three attempts were beaten back with great loss by Belgian artillery, who blew up the bridge. The illustration on the left-hand page shows Belgian artillery at Berlaere (three miles west of Termonde) shelling Audeghem, which was held by Germans. The smoke from the burning town can be seen through the trees on the left. When the right-hand photograph was taken three

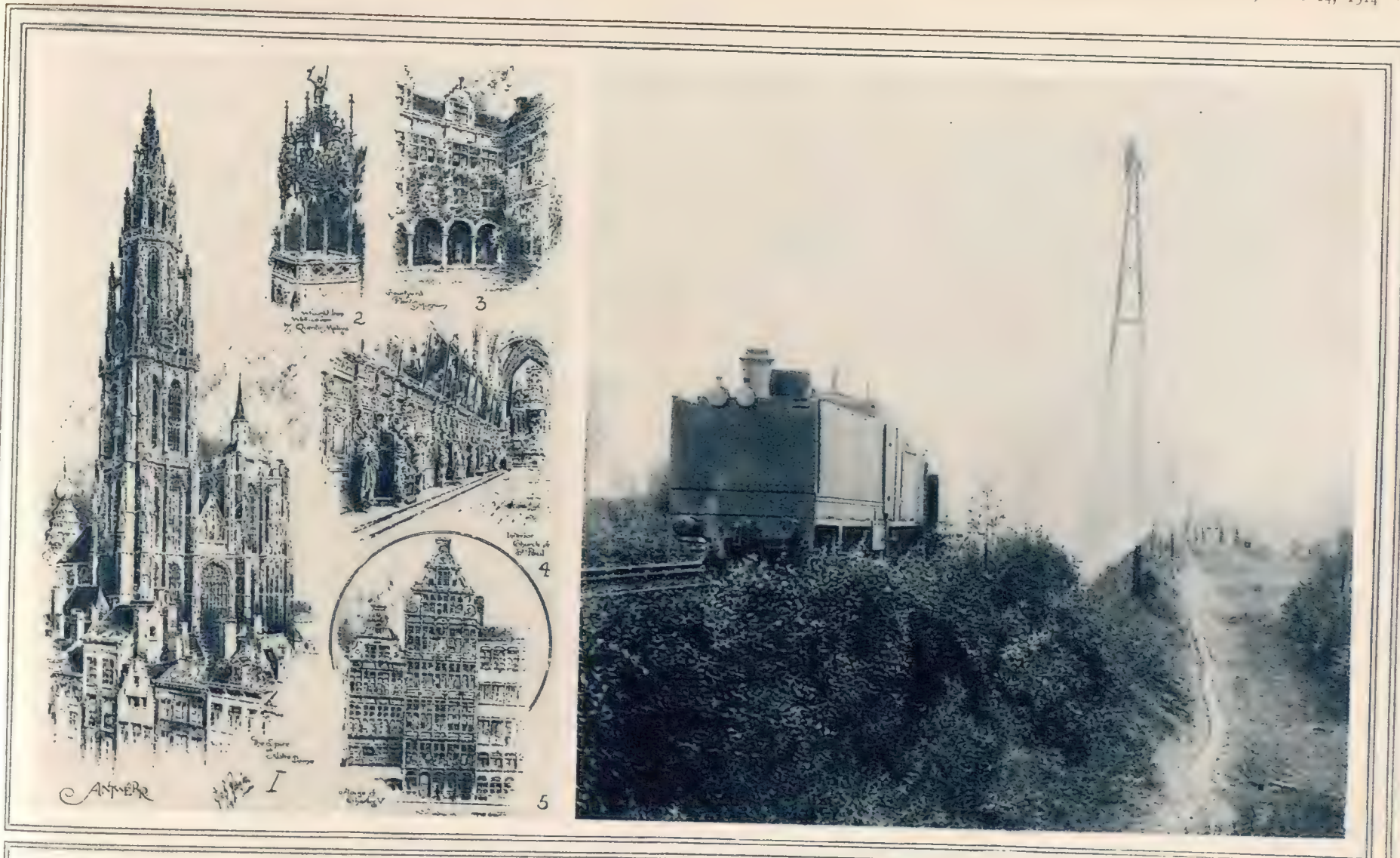
separate actions were in progress in the distance. In the centre is Audeghem, being shelled by the Belgians and on fire. On the left is Termonde, from which the Germans were shelling Grembergen. On the right is Berlaere, where the cross-river action was then taking place. Audeghem is a little south-west of Termonde.—[Photographs by C.N.]



BELGIUM'S TEMPORARY CAPITAL, WHICH RESOLVED TO RESIST "TO THE LAST EXTREMY": ANTWERP BEFORE THE GERMAN BOMBARDMENT.

The first really definite news of the position at Antwerp was made known in London on the 7th, in the shape of an official communication issued at Antwerp the previous night. This stated that the situation was grave, and that the Military Governor, General Deguise, had warned the inhabitants that a bombardment was imminent, and had requested those who wished to escape to leave the city as

quickly as possible in a northerly and north-easterly direction. He added that resistance would be carried on to the last extremity. Our photographs show: (1) The Avenue de Keyser, with the fine Central Station at the farther end; (2) The disembarkation quay and the Steen, originally part of the ancient Castle of Antwerp; (3) The water front and the Cathedral; (4) The Museum of Fine Arts.



ARCHITECTURAL GEMS ENDANGERED BY BOMBARDMENT: FAMOUS BUILDINGS AT ANTWERP.

The German action against Antwerp caused great anxiety for the safety of many historical buildings and works of art in the city. Those here illustrated are—(1) The Cathedral; (2) The fifteenth century Matsys Well with its Gothic wrought-iron canopy; (3) The Courtyard of the Plantin Museum; (4) The Interior of the Church of St. Paul; and (5) The House of Charles V.—[Drawn by W. B. Robinson.]

WITH AN OBSERVER ON A TELEGRAPH POST: A BELGIAN ARMOURD TRAIN.

The Belgians, as well as their enemies, have made good use during the war of the armoured train and armoured motor-car. So far, perhaps, more has been heard of the doings of the latter, but, as this very interesting photograph shows, the armoured train is also very much in evidence. The height of the Belgian telegraph-poles makes them very useful for observation.—[Photo. by Newspaper Illustration.]



DESIGNED FROM A LEAF: AN ETRICH MONOPLANE, ANCESTOR OF THE TAUBE.
The famous Taube monoplane was evolved from a machine designed by an Austrian millionaire named Etrich. He modelled the shape of the wings, it is said, from the leaf of an Indian tree called the *Zanonia*, having observed that its leaves were particularly buoyant and drifted on the wind for miles without coming to earth. Etrich's machine was patented almost everywhere but in Germany, and



A DOVE OF STEEL: A TAUBE, GERMANY'S STANDARD MILITARY MONOPLANE.
there its design was adopted by the Government as the standard type for all military monoplanes. The name "Taube" (German for "dove") is taken from the fact that in the air the machine resembles a pigeon with outspread wings. On another page we give some diagrams issued by the French and Belgian military authorities to enable their men to recognise them.



PICKING OUT EQUIPMENTS OF THE DEAD FOR SECOND USE : SOLDIERS SORTING THE DÉBRIS OF A BATTLEFIELD.

After the tide of battle has rolled on and the last of the wounded has been carried off the field, while the dead are being buried by gangs of peasants from neighbouring villages, or by their comrades in the fight, parties of men go over the ground to pick up the arms and accoutrements of the fallen—rifles and swords, knapsacks, belts, water-bottles, ammunition-pouches, helmets, and what not—in order

that they may be used on other occasions. Everything capable of further service or repair is loaded up on wagons, as it is gleaned, and conveyed to one of the collecting depôts in the rear, where soldiers sort the heaps out, choosing those things which are to be taken away by rail and subsequently returned to the regiments to which they belong or redistributed to fresh units.—*Photo. by S. and G.*



THE LAST REFUGEE-TUG FROM ANTWERP: HANDING A BABY ON BOARD.

The scenes of wild panic along the riverside quays at Antwerp as soon as the bombardment began are beyond all attempts at description. Frantic crowds of women and children and old men swarmed down to the Scheldt struggling madly along every approach, all clamouring to be taken off in whatever vessels there were available. Every sort of river-craft was made use of either to get out to sea or to find



THE LAST REFUGEE-TUG FROM ANTWERP: SCRAMBLING A CHILD ABOARD.

refuge beyond the frontier lower down the Scheldt in Dutch territory. Tugs and open row-boats, lighters and barges, were instantly crammed with fugitives and put off, some of the steamers towing strings of barges and lighters, others starting, with all it was possible to find space for on board, direct for England.—[Photographs by Illustrations Bureau.]



THE BOMBARDMENT OF ANTWERP, EVACUATED ON OCTOBER 9: PEOPLE CROWDING TO THE QUAYS TO GET AWAY FROM THE CITY.

Our illustration will help to give some idea of the fearful conditions of life among the people of Antwerp, and the seething turmoil and frenzied confusion which prevailed in the streets of the ill-fated city from the time that it was first officially announced that the bombardment was imminent. Overcome by panic at the warning, practically the whole civil population left their homes and fled for their lives. Every

thoroughfare was blocked to the uttermost, rich and poor struggling to get away at once en masse, dense throngs of scared women and children and old people making their way, some for what railway stations still remained open, others, and the greater number, for the river quays, others again hurrying away towards the open country to the north to seek safety in Holland. — *Photo. Illustration. Bureau.*



CARING FOR THE WOUNDED SAILORS: HOW A P. AND O. LINER IS TRANSFORMED INTO A NAVAL HOSPITAL-SHIP.

The great P. and O. liner "China" has been transformed from a luxurious passenger-vessel into a ship in which men wounded in naval fighting during the war find a fully equipped hospital in which they can rest and receive medical attention on their voyage home. Such ships are vividly lighted at night to show up the red Geneva cross which claims immunity from attack. The illumination is

effected by electric lamps, so rigged as to concentrate the light upon the red cross and its white ground. Illustration No. 1 shows the ward set apart for officers: No. 2 the method of lowering a wounded man into the wards. Our drawing, No. 3, shows a ship on its errand of mercy, bearing wounded men to shore hospitals at home. *Photographs: Illustrations: Drawing by Frank H. Mason, R.E.A.*



OF THE TYPE SUNK BY SUBMARINE "E 9": A GERMAN DESTROYER.

Lieutenant-Commander Max K. Horton, in command of Submarine "E 9," has now two daring exploits to his credit, and flies two death's-head pennants from his periscope. It was his vessel which, on September 13, sank the German cruiser "Hela" close to Heligoland. A few days ago, on October 6, the "E 9" repeated her success by torpedoing and sinking the German torpedo-boat destroyer "S 126,"



HERO OF A SECOND SUBMARINE EXPLOIT: LIEUTENANT-COMMANDER MAX. K. HORTON.

off the mouth of the Ems River, some seven miles north-east of the island of Schiermonnikoog, and not far from Borkum, where there is a German torpedo station. The German destroyer "S 126" belonged to a class launched between 1899 and 1905. Lieutenant-Commander Horton has a medal for saving life at the wreck of the "Delhi."—*Photograph of Lieut.-Commander Horton, by West.*



EFFECTS OF THE BOMBARDMENT THAT PRECEDED THE FALL OF ANTWERP: SMOKE FROM BURNING OIL-TANKS. AND

The bombardment which ended in the fall of Antwerp on Oct. 9 caused great damage to property and incalculable misery to the population. It was reported on the 8th that all the oil-tanks along the banks of the Scheldt were blazing, and that the burning oil flowing down stream was threatening a pontoon bridge, which then afforded the only means of communication to the west, and across which a continuous stream of fugitives was passing. The Germans, it was said, were striving to destroy the pontoon in order to cut off the troops defending the south-

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ANKS. AND A TYPICAL EXAMPLE OF THE DESTRUCTION OF INNUMERABLE BELGIAN HOMES BY THE GERMAN SHELLS.

oil- eastern district. Photograph No. 1 is described by the photographer as showing a large German factory with quantities of petrol, benzine, and other combustible products set on fire by the Belgians. No. 2 shows a wrecked cottage. In this case the photographer, finding himself a mark for German riflemen, took refuge in the cottage, but was hardly inside when it was struck by a shell. Another shell is seen bursting in the distance. Photograph No. 3 shows a huge column of smoke rising from the oil near the pontoon bridge.—(1 by Photopress; 2 and 3 by G.P.U.)



THE PROBLEM OF THE PRISONERS: GERMANS CAPTURED BY THE FRENCH ON THEIR WAY TO PARIS UNDER AN ESCORT OF CAVALRY.

Every day one reads in the papers of the capture of German prisoners of war, in greater or less numbers, by the French and British troops. By degrees the total number of German soldiers captured since the beginning of the war has attained a very considerable figure, and the question of dealing with them has become a serious problem. The force required to guard them has to be drawn from the fighting

strength of the army, and then there is the cost of their keep and the provision of sufficient accommodation. At the beginning of the war, it is said, the German soldiers feared to fall into the hands of the French, expecting to be shot, and were agreeably surprised to find that they were treated with kindness.—[Photograph by Newspaper Illustrations.]



KNOCKED OUT BY ITS GREAT RIVAL, THE FAMOUS FRENCH 75 MM.: A GERMAN 77-MM. FIELD-GUN.

The wrecked German field-gun here shown is one of the universal service pattern, usually described as the 77-mm. gun, from its calibre. It is a 15-pounder, and it is mounted on a shield-protected carriage with long recoil and quick-firing breech action—details the photograph plainly brings out. The gun in question fell a victim to a shell from its French rival, "our incomparable 75 mma," as French

artillery officers speak of their corresponding weapon, which put it out of action on the spot, during the retreat from the Marne. The photograph was taken at Azy, near Nanteuil, just as the German gun was left with one of its wheels half-blown away and its steel-work blistered over by the gases of the bursting French shell.—(Photograph by Queste.)



A NIGHT SEARCH FOR WOUNDED IN A WOOD BY THE LIGHT OF ACETYLENE MOTOR-CAR LAMPS AND ELECTRIC

Some idea may be gathered from this drawing of the conditions under which, during the conflict in France, the Army Medical Corps has to work after a battle in finding and bringing back the wounded. Our artist shows the scene by night in a wood where there had been heavy fighting all day between British troops and Germans. Two British battalions had advanced through the wood, partly along the grass rides, and partly

through thickly tangled undergrowth, and all the time under heavy fire from German shrapnel, which caused heavy losses. All round, too, the trunks and branches of trees were shattered. After penetrating the wood and repulsing several German charges, the British retired at dark, after having forced the enemy back. The wood was full of wounded men, both British and German, and owing to the darkness and the thickness of the

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HAND-TORCHES: HOW THE ARMY MEDICAL CORPS PERFORMS ITS DEVOTED WORK UNDER GREAT DIFFICULTIES.

brushwood in which many of them were lying, the task of locating and attending to them was one of the utmost difficulty. One non-commissioned officer who was not discovered till the early morning was found to have died from exposure. The ambulance men showed their accustomed energy and resource. Obtaining strong acetylene lamps from motor-cars, and also taking electric hand-torches, they searched the wood,

flashing the lights from side to side as they went, and moving towards any point whence came answering calls for help. The German wounded received the same care as the British. The organisation of the Army Medical Corps in war is, of course, very complete, and everything possible is done to alleviate the inevitable suffering.—[Drawn by H. W. Keckcock.]



GIVEN THE IRON CROSS: THE UHLAN WHO GOT "NEAREST TO ENGLAND"!

This German Lancer has received the Iron Cross, the story goes, for having ridden nearer England during the war than anyone else in the Kaiser's army. He was on patrol near Ostend, and, being sent ahead by himself to scout, got quite close to the town and seashore. At any rate, the man took some risks in making his way alone so near the Belgian lines. —*Photograph by Newspaper Illustrations.*



GIVEN THE IRON CROSS: THE FIRST GERMAN ACROSS THE MEUSE

"Iron Crosses" are comparatively cheap. Upwards of 40,000 of them are said to have been awarded by the Kaiser since the war began. Yet some, at least, have been well earned. The German linesman whose portrait we give won his for being the first man across the Meuse at Visé, clambering over a shattered pontoon-bridge as it sank under fire from the Liège forts.—*Photo. by Newspaper Illustrations.*



THE PREMIER WHO HAS TAKEN THE FIELD FOR BRITAIN: GENERAL BOTHA; AND HIS SONS.

General Louis Botha, Premier of South Africa, who is in command of the operations against German South-West Africa, has been an honorary General of the British Army since 1912. As Commandant-General of the Transvaal he was the spirit of the resistance in the South African War, proving himself a born soldier. In 1910 he became Premier of the Union of South Africa. General Botha is in the

centre of the photograph. Standing on the left is his eldest son, Captain Louis Botha, on the Headquarters Staff of the Union's permanent forces. Standing on the right is John Botha, the second son. Though below the age-limit, he volunteered, and is now in the Capetown Highlanders. Seated in front is Philip Botha, the General's youngest son.—Photograph by J. H. M.



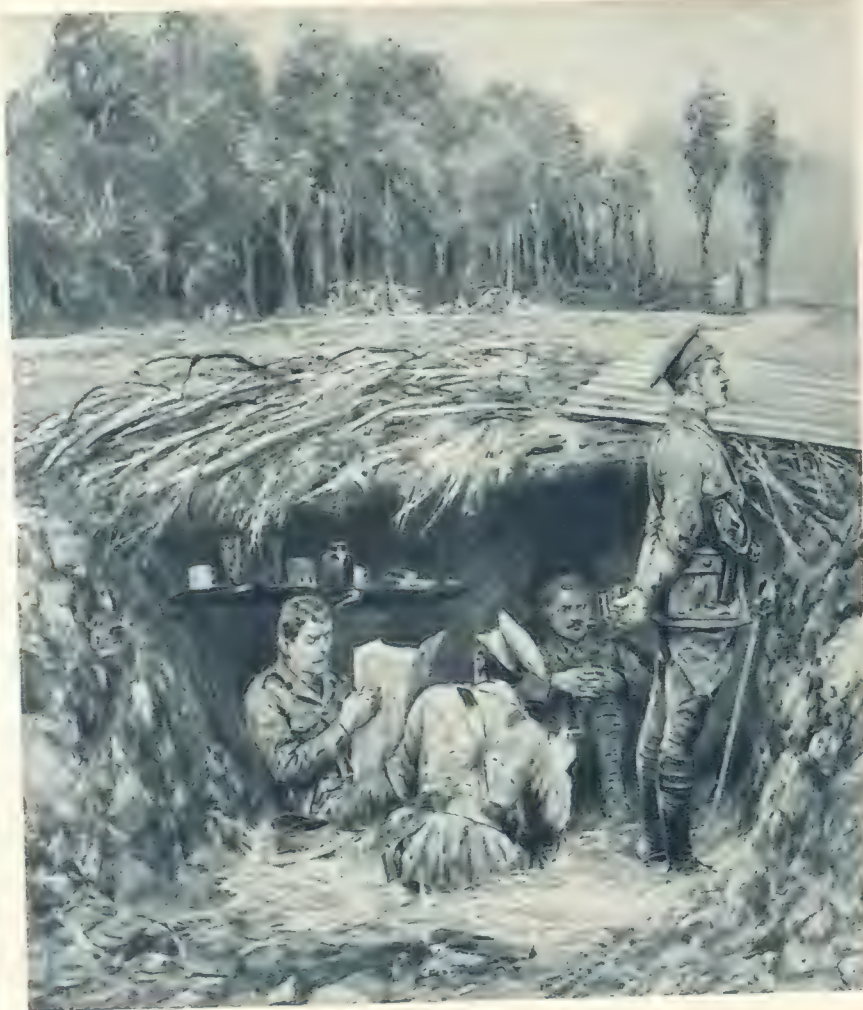
A PRELIMINARY TO THE BOMBARDMENT OF ANTWERP: AN ARTILLERY DUEL BETWEEN THE BELGIANS AND THE ENEMY AT MALINES.
 The first German bombardment of Malines took place on August 30, the population having left the town three days before. It was reported that King Albert was present with his troops on that occasion, and was indignant at this attack on an open and unfortified town, declaring that he would fight the Germans to the last. On September 3 it was stated that on the previous day Malines had been again bombarded for two hours, and nearly one hundred shrapnel shells exploded in the town. Much damage was done to the cathedral. The drawing shows Belgian guns (on the left) replying to German artillery the other side of the town. One of the big German shells nicknamed "Jack Johnson" is seen bursting near the Belgian guns.—*Facsimile Sketch by H. C. Seppings Wright.*



WHERE GERMANY'S GREAT "COAL-BOX" SIEGE-GUNS ARE MADE: ONE OF THE CHIEF GUN-FINISHING SHOPS AT KRUPP'S.

Nine immense workshops, each a factory in itself and covering a wide area, are set apart at the Krupp Works, Essen, for the construction of cannon only. Guns of every size are turned out there, from giant 16 or 17 inch siege-howitzers, the dreaded weapons of so much mystery in the war, and 15-inch naval guns for the German super-Dreadnought due to appear at sea next spring, down to field artillery

guns, and the new type of light anti-aeroplane motor-car quickfirers, in such evidence now in Northern France. Our illustration shows the interior of "Cannon-Workshop No. 5," where artillery of every kind is finished off. It is stated that upwards of sixty thousand cannon of all kinds have been turned out at Krupp's—mostly for Germany.—[Photograph by Courtesy of "The World's Work,"]



IN THE AISNE TRENCHES: OFFICERS IN A SPLINTER-PROOF SHELTER.

At intervals along the British trenches shelters to keep off shell splinters are excavated as storage places for provisions and ammunition. Any temporarily vacant, officers on duty in the firing line use for resting-places, to sit and eat their rations, read papers or letters, and smoke. There is a great demand for cigarettes.—[Drawn by R. Calton Woodville from a Sketch by a British Officer.]



IN THE LOOP-HOLED AISNE TRENCHES: "TOMMIES" AT PLAY.

Our men in the trenches on the Aisne, in the intervals of actual fighting, while the endless German shells burst overhead, fill up the time with dominoes or cards, or in reading and writing letters. When the firing-line attachments are relieved and withdrawn for short spells off duty in rear, they get up football matches.—[Drawn by R. Calton Woodville from a Sketch by a British Officer.]



ANTWERP PREPARED TO RESIST AN ATTACK EXPECTED TO CAUSE 700,000 GERMAN CASUALTIES: BARBED-WIRE ENTANGLEMENTS IN A STREET.

Antwerp was expecting a German attack long before there was any immediate prospect of bombardment. On September 26 it was reported that there was almost feverish activity in the city, where it was realised that the Germans, having suffered so much from the frequent Belgian sorties from Antwerp, had decided to make a great effort to capture the city, and were only waiting for their heavy siege-guns to be

brought up and placed in position, an operation that takes some time. Besides preparations in the streets of the city, the Belgians cleared the surrounding country of trees and houses to obtain an uninterrupted view for their gunners and riflemen. It was estimated that the Germans could only take the city at a cost of 100,000 killed and six times that number wounded.—*Photo. by Illustrations Bureau.*



FIRING A BIG SIEGE-MORTAR: THE DEADLY SMOKE-RING PHOTOGRAPHED.

As the great war proceeds, it has become more and more a struggle of artillery, and in particular the big siege-guns have been playing a most important part. As can well be imagined, the terrific detonation of such huge pieces of ordnance has a nerve-racking effect upon the gunners who work them, and upon everybody near. In the case of some of the huge German siege-mortars, it has been reported, the firing



A SMOKE-RING HARD AS STEEL: THE "MUSHROOMING" EFFECT.

of the charge has to be done electrically from some considerable distance. Men are said to have been struck stone deaf by the roar of cannon. The illustrations reproduced on these two pages are also extremely interesting from a photographic point of view. The first shows the deadly smoke-ring, said to be as hard as steel owing to its centrifugal velocity, that obscures the projectile as it leaves the

(Continued on page 51.)



THE CANNON'S DEAFENING ROAR: THE EFFECT ON THE GUNNERS.

muzzle of the gun. In the second appears a phase of the smoke-ring known as the "mushrooming" effect. The third and fourth photographs show the gunners stopping their ears at the moment of detonation. In the fourth the projectile is seen in the air. As it was travelling at 800 miles an hour and the photograph was taken in one five-thousandth of a second, it may well be understood that a

A SHELL GOING 800 M.P.H.: PHOTOGRAPHED IN 1-5000TH OF A SECOND.

special apparatus was required. It was operated by means of an electrical shutter. The photographs were taken in the United States by Captain Francis H. Bahr, an official photographer of the United States Coast Artillery Corps, and Mr. Gustav Dietz, of New York.—Photographs Copyrighted by the Department of Enlisted Specialists, C.A.S.; Reproduced by Courtesy of the "World's Work."



OF A FORCE WHICH CANADA IS DOUBLING, AND PART OF WHICH HAS ARRIVED IN ENGLAND: CANADIAN ARTILLERY AT VALCARTIER.

The first contingent of the Canadian Expeditionary Force arrived in home waters recently, and it was understood they would land at Southampton on the 8th, and go to a training camp inland, in order to prepare for active service. On the same date the splendid news was announced that Canada had decided to double the force she is sending to the help of the Motherland, both in men and material. Instead

of 32,000 men, therefore, 60,000 will come from the great Dominion to take their place in the field beside the British troops. Arrangements for providing the second contingent with arms, ammunition, and equipment are already in progress. At Valcartier, in Quebec, where our photograph was taken, is the great Canadian military camp, the Aldershot of Canada.—[Photograph by Illustrations Bureau.]



EVEN THE ENGINE-TENDERS OF THE TROOP-TRAINS FILLED WITH SOLDIERS! THE GERMAN RUSH TO EAST PRUSSIA.

How many German army corps were moved from Northern France to East Prussia during September will hardly be known until the German General Staff history of the war appears, or some chance capture of German official papers discloses it prematurely. Troop trains by the hundred were employed to convey the men, with their guns and horses; and how the trains were packed our photograph of part

of one train gives evidence. Even the engine-tenders were used to carry soldiers, so great was the rush to the front! Certain German officers, it would appear all the same, found means to take with them some of the champagne looted from French châteaux, a quantity of which fell into the hands of the victorious Russians on the Niemen.—[Photograph by Newspaper Illustrations.]



USABLE WHEREVER THERE ARE RAILWAY LINES: AND, POSSIBLY, AT THE AISNE BATTLE. A FRENCH MOBILE 7.87 HOWITZER.

That the huge German siege-guns have not had the field to themselves on portions of the French line along the Aisne is evident from French messages which refer, more or less guardedly, to heavy ordnance being utilised to counterbalance the German weight of metal. The nature of the guns has discreetly been kept back. The mobile Schneider coast-defence batteries, of which the French possess a number not likely to be required for their special *métier* during the war, have been available. They are specially constructed to move from point to point along the coast or inland lines, wherever a railway runs. One of the guns, a 7.87 inch howitzer, is seen in our illustration on its revolving platform with the device for "anchoring" the gun for action.



THE BRITISH BRIGADES AT ANTWERP: BLUEJACKETS AND MARINES HELPING THE BELGIANS.

Our illustrations show some of the men of the 8000 British bluejackets and marines who were hastily ordered to go to Antwerp, to support the Belgian garrison in holding the fortress immediately the unexpectedly formidable nature of the German attack began to disclose itself, at their posts and working to bar the advance of the enemy with hastily improvised defences. In Photograph No. 1 we see a party

of British marines in an improvised shelter giving head-cover from bomb-splinters. It is instructive to observe the cheerful self-confidence apparent in the faces of the men. Nos. 2 and 3 show bluejackets, with some Belgians, at work blocking roads by means of barbed-wire entanglements. Photograph No. 4 shows bluejackets waiting under cover during the bombardment.—[Photographs by Illustrations Bureau.]



"A CARNIVAL OF DESTRUCTION" IN FLAMING ANTWERP: A FACSIMILE SKETCH MADE BY AN EYE-WITNESS.

Describing this sketch, Mr. H. C. Seppings-Wright, who has just returned from Antwerp, says: "Early in the day the fire was started by Belgian soldiers, who set light to the oil-tanks. The blazing liquid poured into the canal docks and neighbouring streets. The bridge of boats had been partly destroyed, and it caught fire. The well-known big barges floated along with their loads of silent misery towards

the sanctuary of neutral Holland. To the right is seen the flash of a British gun. The light of the bursting shells showed with the intensity of magnesium. Two quivering searchlight beams further lit up the ghastly scene. The whole was reflected on the placid surface of the Scheldt, and occasional shells, bursting in the water, sent up great geysers."—[Facsimile Sketch by H. C. Seppings-Wright.]



CLIMBING A TALL TREE TO OBSERVE: A BELGIAN CAVALRY LOOK-OUT.

The Belgian cavalry did their duty in the defence of Antwerp. It was their part to hang round the flank of the Germans and report their movements, especially any extension towards the west in the direction of the Ghent and Ostend road, so as to ensure that being kept open for the final withdrawal of the Belgian troops and the British Brigades.—[*Photograph by Illustrations Bureau.*]



DURING THE BOMBARDMENT OF ANTWERP: A WOUNDED BRITISH MARINE.

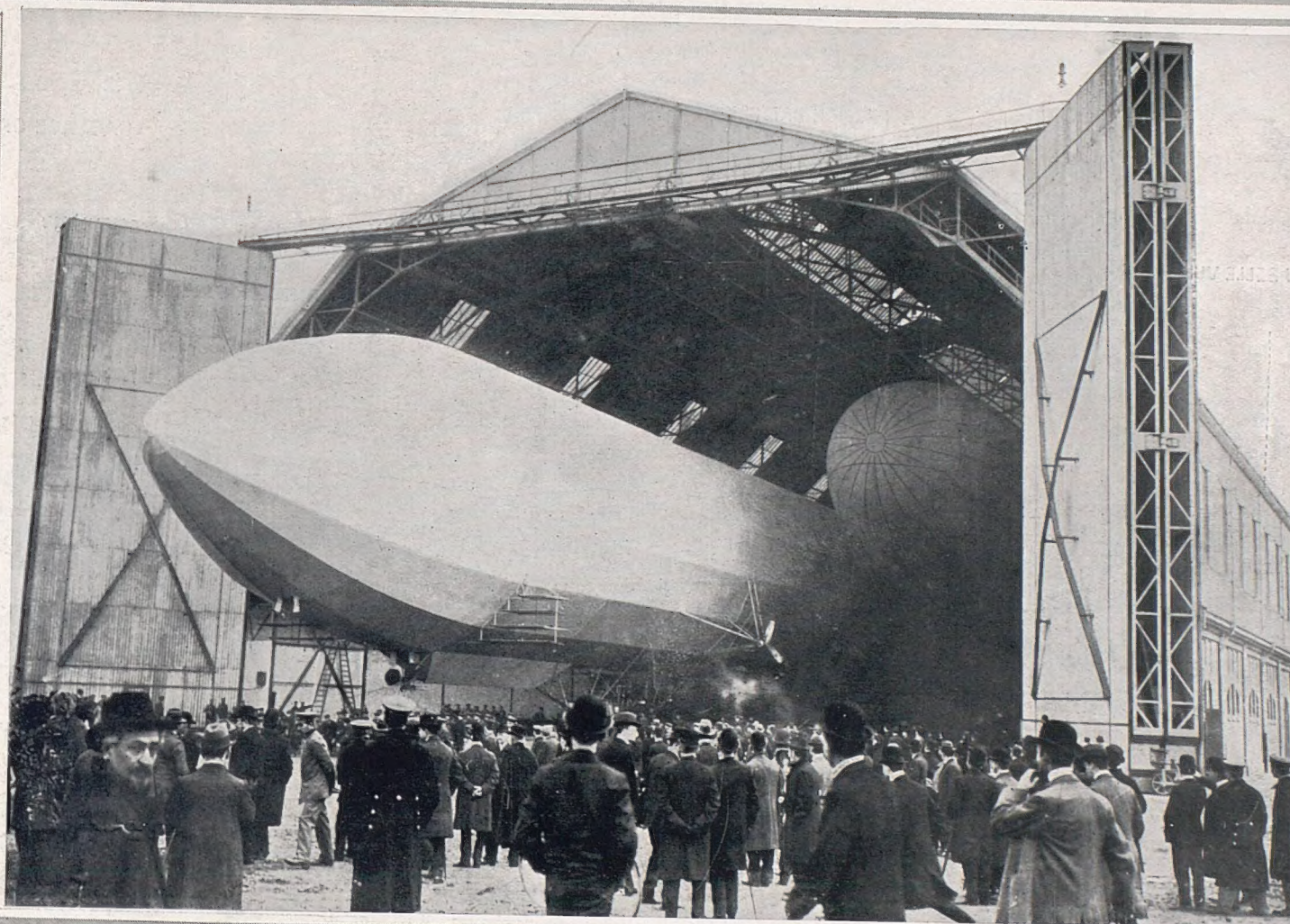
In announcing the part taken at Antwerp by the British naval contingent, the Admiralty said this: "The behaviour of the Royal Marines and Naval Brigades in the trenches and in the field was praiseworthy in a high degree and remarkable in units so newly formed." Fortunately, their losses were not more than some 300 out of 8000 engaged.—[*Photograph by Newspaper Illustrations*]



DESTROYERS OF A ZEPPELIN: THE FLIGHT OFFICERS WHO MADE THE SECOND ATTACK ON THE DÜSSELDORF SHED.

Although a previous attack had put the Germans on their guard, three of our aviators have made a second, and successful, raid on the Düsseldorf air-ship shed, as reported to the Admiralty on October 9. We give their portraits. Squadron-Commander Spenser D. A. Grey, R.N. (No. 1), who has frequently taken Mr. Winston Churchill as passenger, lives at Southsea, and used to fly daily in a waterplane to

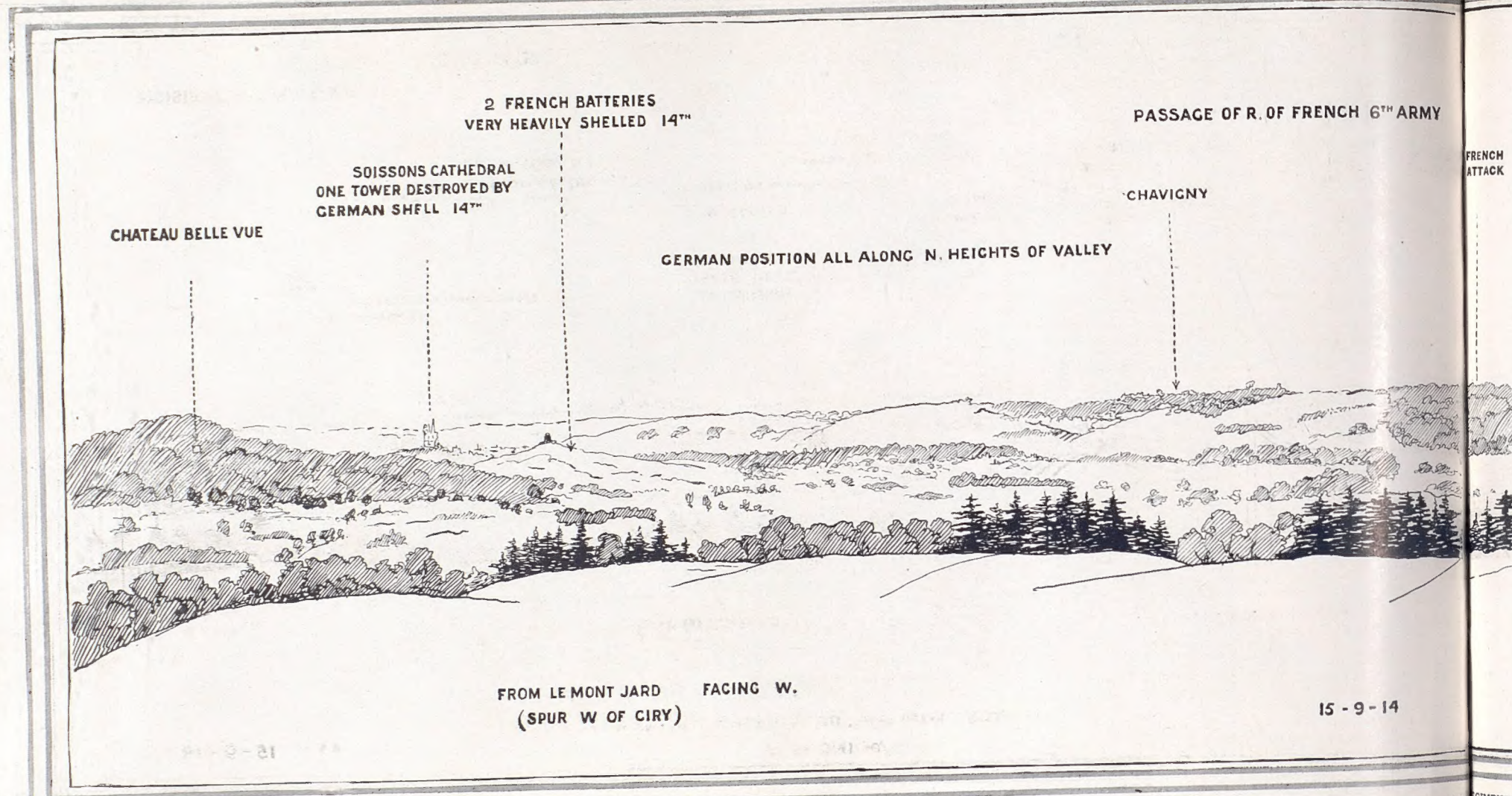
his work at Calshot. He is attached to the Naval Flying School at Eastchurch. Flight-Lieutenant Reginald L. G. Marix, R.N. (No. 2), whose bombs pierced the roof of the shed at Düsseldorf and set the air-ship gas on fire, is also attached to the same School. Flight-Lieutenant Sidney V. Sippe (No. 3) took part in the Italian military aeroplane competition in 1913.—[Photographs by S. and G., and Birkett.]



FIRE BY BRITISH AIRMEN: THE DÜSSELDORF AIR-SHIP SHED—WAS THERE MORE THAN ONE DIRIGIBLE IN IT AT THE TIME?

The Admiralty issued a statement on October 9, saying: "Squadron-Commander Spenser D. A. Grey, R.N., reports that, as authorised, he carried out, with Lieutenant R. L. G. Marix and Lieutenant S. V. Sippe, a successful attack at the Düsseldorf air-ship shed. Lieutenant Marix's bombs, dropped from 500 feet, hit the shed, went through the roof, and destroyed a Zeppelin. Flames were observed 500 feet

high, the result of igniting the gas of an air-ship. All three officers are safe, but their aeroplanes have been lost." The airmen penetrated a hundred miles into country held by the enemy. This is the second raid made by the British on the Zeppelin shed at Düsseldorf. The question is whether there was more than one dirigible in the shed; our photograph shows it will hold two.—[Photograph by Topical.]



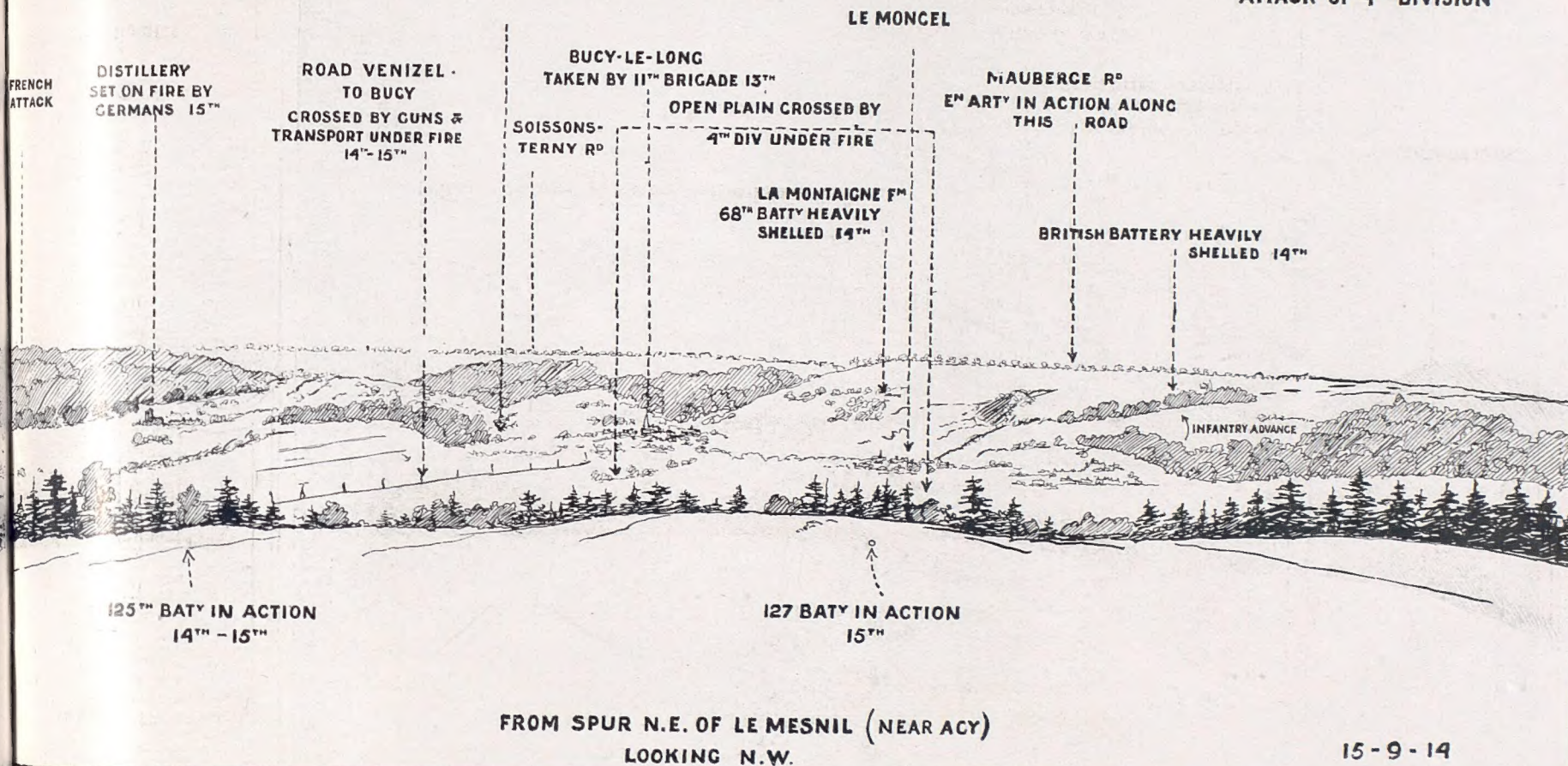
A SECTION OF THE VAST BATTLEFIELD OF NORTHERN FRANCE WHERE THE BRITISH CROSSED THE AISNE AND HIGHLAND

The neighbourhood of Soissons, of which we give above a panoramic view made by a British officer during the earlier stages of the long-drawn out conflict along the Aisne valley, was the scene, according to a French official despatch (on October 5), of one of the fiercest trench-encounters on record. The combat resulted in the storming of the German position, the success being mainly due, it is stated, to the magnificent fighting

of the British regiments, "in particular of two famous Highland corps." It was at Soissons on September 13 that the British forced the passage of the Aisne, beating down the stubborn defence that the Germans offered, the enemy holding both banks of the river, with the support of artillery batteries strongly posted on commanding heights above the town. The drawing shows in detail the physical features of the district

BATTLE OF THE AISNE

ATTACK OF 4TH DIVISION



FROM SPUR N.E. OF LE MESNIL (NEAR ACY)
LOOKING N.W.

15-9-14

REGIMENTS STORMED GERMAN TRENCHES: THE POSITION ON SEPTEMBER 15 NEAR SOISSONS—A SKETCH BY A BRITISH OFFICER.

Along the Aisne near Soissons and the opposing positions on September 15, two days after the British had made good their footing on the north bank. The Press Bureau's report of September 17 on the fighting around there said this of the local operations: "Working from west to east our Third Army Corps gained some high ground south of the Aisne, overlooking the Aisne Valley east of Soissons. Here a long-range

artillery duel . . . continued." In this district the Allies maintained their success, for in a French *communiqué* of October 11, it was stated that "Between the Oise and Rheims our troops have made some slight progress to the north of the Aisne, particularly in the region to the north-west of Soissons." The German line now extends practically from Switzerland to the North Sea.



THE TOLL OF THE BRAVE: A COMPANY OF FRENCH INFANTRY SURPRISED AND SHOT DOWN IN A WOOD NEAR PÉRONNE.

Péronne, near which these Frenchmen paid the toll of the brave, has been the scene of much fighting. In a French official *communiqué* of September 24 it was stated: "A detachment has occupied Péronne and has held the place in spite of vigorous attacks by the enemy." The Germans had held Péronne from August 27 to September 14, when a French cavalry division reoccupied the town. On the 25th the

Germans again entered it. Describing the subsequent encounter as seen from a neighbouring village, a "Mail" correspondent said: "The shells were falling on the road and in the woods just beyond it, only a hundred yards away. . . . At eleven one morning the French advance was subjected to a terrible concentrated fire." But the French held on and took the German position.—[Photo. by Topical.]